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PENNSYLVANIA CONFERENCE ON HIGHWAY SAFETY

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refer to O. R. 309

JUNE 18, 1954

Dear Conference Delegate:

Forwarded herewith are the preliminary reports of the various committees for the recent Pennsylvania Conference on Highway Safety.

Later you will receive a complete record of the Conference proceedings.

Your conference officers are now engaged in studying these proceedings to determine necessary follow-up action. Later you will be advised what has been accomplished.

Otto F. Messner,
Chairman

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WOMENS' COMMITTEE

PRELIMINARY REPORT

PENNSYLVANIA CONFERENCE ON HIGHWAY SAFETY

APRIL 30, 1954

The report of the Womens' Committee of the recent White House Conference on Highway Safety sets forth our thoughts in excellent detail and we heartily endorse the programs recommended therein. In addition the following suggestions are offered:

That this Committee circulate to every womens' organization in Pennsylvania suggestions for a practical safety program within the organization and that a follow up conference be held annually to determine progress and make plans for future programs.

The Womens' Committee recommends to legislators and state officials responsible for administration of traffic safety program that consideration be given to periodic compulsory re-examination of all operators.

The Womens' Committee recommends specifically:

1. Adult and student driver training programs be made available through the Department of Public Instruction.

2. Safety education be a <u>required</u> subject in our schools from Kindergarten through high school.

3. Licensing of Bicycles.

4. That periodic issues of Public Safety magazines be displayed in the libraries of our schools and sent to Civic organizations.

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Womens' Committee
Preliminary Report (cont'd)

5. Uniformity of driver testing, laws and regulations should be enacted and enforced.

Finally, the Womens' Committee asks that all Womens' groups endeavor to arouse public interest in the problems of traffic safety.

A. Barbara Weatherly,
Chairman

Mrs. Robert Nailor,
Vice-Chairman

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OFFICIALS COMMITTEE
PRELIMINARY REPORT
PENNSYLVANIA CONFERENCE ON HIGHWAY SAFETY
APRIL 30, 1954

The President of the United States and the Governor of Pennsylvania have recognized the responsibility of public officials to deal aggressively with the problem of traffic accidents and it is our purpose herein to spell out the means whereby public officials may take such action as is necessary and expedient.

Therefore, it is sincerely recommended:

State Officials urged to implement Action Program:
1. That even though the Governor of Pennsylvania has accepted his responsibility to provide leadership and initiative in solving the traffic accident problem, there is still much that can be done, and it is recommended that officials of the State administration increase their efforts in an endeavor to implement the Action Program which has been developed over a period of many years through the various President Highway Safety Conferences and the recent White House Conference.

Local Officials urged to implement Action Program:
2. That the Executive branch of Government of each community and county take active and aggressive leadership to place into effect as much as is practical of the Action Program so developed and to encourage its full and effective application to all levels of government.

Local Traffic Safety Conference as follow up:
3. That the Executive branch of government of each community give immediate consideration to following up the Pennsylvania Safety Conference by a local conference, using the same basic plan as used by the State Conference.

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Officials Committee
Preliminary Report (cont'd)

Officials and Public Support Groups to develop joint plans:
4. That public officials should welcome the organized public support which will be generated as a result of this conference and its follow up activities, that there should be complete integration of program planning and that a joint plan of action by officials and public support organizations be developed.

Urge Creation of Citizens Advisory Groups:
5. That because there is a proved need for continuing official coordination at national, state and local levels, appropriate agencies for the purpose be formed or, where existing, be strengthened as needed to make them more effective; that such coordination as is now being provided through officials of the Governor's Highway Safety Advisory Committee is commendable but should be implemented by the creation of a Citizen's Advisory Committee consisting of representatives from Civic, Service, Fraternal, Business, Labor, Veterans and Religious Groups.

Creation of Coordination Groups at Local Levels:
6. That such coordinating activities be carried down to the local level with the executive branch of Government of each community appointing local coordinating committees of officials, with citizens as advisors and supporters.

Annual Report of Safety Activities:
7. That the Governor invite the mayors and executives at all levels of local government to report annually on progress of traffic safety activites within their jurisdiction.

Use of Inventory Service to develop Action Program:
8. That the Governor of Pennsylvania and chief executive of each community take an immediate and realistic appraisal of highway safety deficiencies, using the Annual Inventory of Traffic Safety Activities and subsequent analysis furnished by the National Safety Council, and that based upon these deficiencies, an Action Program be devised and priority established to meet such needs; that such Action Program be published and given as wide distribution as possible in order that the public may know exactly what is required to bring about reduction in traffic accidents.

Officials Committee
Preliminary Report (cont'd)

Study Traffic Laws for needed improvement:
9. That state officials conduct a continuing study of Pennsylvania Laws comparing the State Vehicle Code with the Uniform Traffic Code and that based upon such comparison and study, necessary legislation be recommended to bring our state laws into conformance with the Uniform Code as much as is practical.

Model Traffic Ordinance for Pennsylvania Communities:
10. That a committee be appointed by the Governor to study traffic ordinances and insofar as is possible to draw up a model traffic ordinance for Pennsylvania communities and that such model traffic ordinance be published and distributed to the chief executive of all such communities.

Modern Traffic Law Enforcement Methods:
11. That the next session of the legislature should very seriously consider the use of all modern methods of improving traffic law enforcement performance to include the use of radar, chemical tests for intoxication, more severe penalties for traffic violators, compulsory reporting of accident investigations and traffic arrests by police departments and further grant the right of arrest on view to all organized police departments and such other means as are recommended by enforcement authorities.

It is further recommended that the problem of summary offenses by juveniles be considered by the Pennsylvania Chiefs of Police Association and the Pennsylvania Council of Juvenile Court Judges.

Increased efforts by Courts:
12. That the Courts should use all means at their disposal, including more severe penalties, long periods of probation, admonitions and warnings to prevent repetition of traffic violations and to instill respect for traffic laws.

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MEDIA COMMITTEE

PRELIMINARY REPORT

PENNSYLVANIA CONFERENCE ON HIGHWAY SAFETY

APRIL 30, 1954

This Media Committee passed a resolution endorsing the Media Report of the White House Conference which report stated that the general aim of our Crusade for Safety is to reach each motorist and pedestrian as an individual and to impress on him the importance of his own efforts for traffic safety.

The Committee then unanimously passed a resolution requesting the establishment of a permanent Media Committee in Pennsylvania. This resolution reads:

> "Moved that we recommend the establishment of a permanent Media Committee, to consist of not less than eleven nor more than fifteen persons and that representatives of the Pennsylvania Newspaper Publishers Association, Outdoor Advertising Association of Pennsylvania and the Pennsylvania Association of Broadcasters be designated by the heads of each organization; other members of the Committee shall be appointed by the Governor from all interested agencies throughout the Commonwealth; and further, that the function of this Committee shall be to advise the Governor's Highway Safety Advisory Committee on all matters pertaining to the dissemination of highway safety information.

Submitted by: Chairman
Theodore Serrill,
General Manager
Pennsylvania Newspaper Publishers' Association

and: Vice-Chairman
David Bennett,
Vice-President and General Manager
Harrisburg Broadcasters, Inc.

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LABOR COMMITTEE

PRELIMINARY REPORT

PENNSYLVANIA CONFERENCE ON HIGHWAY SAFETY

APRIL 30, 1954

Labor is completely conscious of traffic hazards. Authoritative statistics disclose that more workers are injured, maimed and suffer death on the highways than in places of employment. Consequently, Labor recognizes its obligation to promote, and throw its influence behind every sound program of traffic accident prevention.

Labor stands ready to "sell" traffic safety at stated meetings of its members, at local meetings, primarily, and at regional, State and national convocations. Furthermore, it will urge its members to "pass the word" -- SAFETY in home, club, church and school.

Labor will ally itself with traffic organizations, will support safety councils and service clubs; in short, exert its influence, participate in programs pointing up self-protection and community protection which may be fostered, organized or administered by civic associations or governmental enforcement agencies and legislative bodies.

Labor is committed - continuously - to the conservation of the nation's health and to the never-ending campaign against crippling traffic accidents and DEATH! "In union there is strength" and Labor is aware that super-human strength is needed in the devastating combat against carelessness which is the root cause of traffic accidents.

The Committee endorsed the sentiments expressed in the following resolution which was earlier this year adopted by Teamsters Joint Councils #40 and #53:

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RESOLUTION

WHEREAS, the safety and protection of the general public upon the highways of this Commonwealth have been the subject of concern to the International Brotherhood of Teamsters and, particularly, of Teamsters Joint Council No. 40 of Pittsburgh, Pennsylvania; and

WHEREAS, the Teamsters and Joint Council No. 40 have established a policy and program, implemented with the assistance of the Pennsylvania State Police and the trucking industry, by sundry measures and tours of expert teachers and speakers advocating, publicizing and assembling to further the practice of safety upon the highways; and

WHEREAS, this policy and program of safety upon the highways of this Commonwealth may be put into effective practice and continued only by constant reaffirmation and collective action by the joint cooperation of all persons upon the highways of this Commonwealth; and

WHEREAS, the delegates in assembly convened before the 52nd Annual Convention of the Pennsylvania Federation of Labor join in the reaffirmation of this policy and program to promote and encourage the practice of safety and protection of persons upon the highways of this Commonwealth.

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AGRICULTURE COMMITTEE

PRELIMINARY REPORT

PENNSYLVANIA CONFERENCE ON HIGHWAY SAFETY

APRIL 30, 1954

The Agriculture Committee of the Pennsylvania Conference on Highway Safety concerned itself with the vital problem of how to get public support, particularly with respect to farmers and farm youth, in order to reduce the number of accidents and fatalities on the roads of rural Pennsylvania.

Highway Safety will be achieved primarily through education on a continuous long time active program.

The Committee reviewed the present programs which are now being carried out in rural Pennsylvania and is convinced that we are making headway within the general scope of the programs but they should be expanded and organized with specific goals in mind.

We suggest a few definite projects to achieve better rural Highway Safety as follows:

1. The establishment of county Highway Safety Committees with sub-committees at community levels to recommend specific safety measures to be established by the proper authorities having responsibility for the proposed actions.

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Agriculture Committee
Preliminary Report (cont'd)

2. The establishment of driver education in our rural schools, such education to include the operation of farm equipment on highways.
3. Specific projects should be prepared for consideration by State, County and local groups to develop specific programs.

Chairman
Miles Horst,
Secretary of Agriculture

Vice-Chairman
H. Earl Pitzer, Acting Director
Bureau of Highway Safety

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BUSINESS COMMITTEE

PRELIMINARY REPORT

PENNSYLVANIA CONFERENCE ON HIGHWAY SAFETY

APRIL 30, 1954

1. We urgently recommend that business actively endorse the proper enforcement of traffic laws and regulations by authorities on our highways in Pennsylvania.

2. We urge that all business men participate in and encourage traffic activities by all organizations at the local level.

3. We recommend that all business men individually and through their organizations take a personal and active part in Community activities.

4. It is highly desirable that business-like methods be made an integral part of all safety program operation; it is recommended that the following basic procedures be considered as a minimum for evolvement of an Action Program:

1. Compilation of reliable data on local and state activity by means of surveys and studies.
2. Evaluation of analysis of data so obtained. In this connection, it is noted that the National Safety Council offers an inventory and analysis service to all States and to all communities of over 10,000 population and it is recommended that state and local officials take advantage of this service.
3. Based on the analysis and evaluation, that the needs of the State and our communities be established.

Business Committee
Preliminary Report (cont'd)

4. For practical purposes, such needs be listed in the order of possible attainment priority.
5. That such needs and priorities be widely publicized.

We feel certain that business men will have no hesitancy in supporting a State and Local Action Program, based upon such methods.

5. We recommend that business men be included in the Governor's Highway Safety Advisory Committee.

Chairman
T. O. Armstrong
Assistant to the President
Dumas Steel Corporation

Vice-Chairman
Walter W. Matthews,
Managing Director
Philadelphia Safety Council
Chamber of Commerce

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ORGANIZATIONS COMMITTEE

PRELIMINARY REPORT

APRIL 30, 1954

Preamble

It is the considered opinion of the Organizations Committee of the Governor's Conference on Highway Safety, that any effective movement must start with the individual, and that the members of this group represent the best means to reach the individual in each city, town and hamlet.

Resolutions

Now, therefore, be it resolved that the Organizations Committee of the Governor's Conference on Highway Safety do recommend:

(1) That a permanent organization be formed of the Organizations Committee to consist of members of State organizations interested in traffic safety on a State level for the specific purpose of reaching the grass roots of each group so represented

(2) That the driver licensing laws and traffic safety regulations be reconsidered. An appendix to this recommendation is attached herewith with specific recommendations and suggested changes.

(3) That Highway Department records, State Police, local police and local authorities' records be coordinated for the purpose of fostering better highway engineering and better highway safety in general.

Appendage to recommendation number two:

(a) Emphasis on original examination of drivers.
(b) The potential for re-examination of all drivers.
(c) The development of more clinics other than the two already established in Philadelphia and Pittsburgh.

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